

Events, 1998



March 8	98 Import Classic Swap Meet, Fair Grounds, Hilliard, OH
March 14	MTV Awards Banquet, Manchester Inn, Middletown OH
April 18	Overnight to Coshocton — Bruce's
May 17	Jim and Jody Hardesty — Tour
May 22 - 24	Springfield Spring '98 Cars and Parts Swap Meet and Car Show. Clark County Fairgrounds, Springfield, OH Contact: 937-376-0111 or Fax: 937-372-1171
May - Date ?	Austin-Healey Club British Show, Dayton, OH Contact: Nancy or Larry Beasley, 937-433-7402
June 18 - 20	TRA National Meet, Rocky Gap, Maryland
July	Pool Party
July 10 - 11	Len Immke Classic Auto Show and Cruise-In
August 1	British Car Days - Covered Bridge Tour
August 8	British Car Days

Miami Valley Triumphs Banquet

Evening events—installation of new officers and presentation of awards

Manchester Inn, Middletown, Ohio

Saturday, March 14, 1998

Cost **\$20** per person/\$40 per couple

Have your money to Mary Stinson by March 4, Membership Meeting

Buffet Menu: Salad, prime rib, chicken
almondine, cod fillet, sugar snap peas, oven
browned potatoes and desserts

- Cocktails at 6 pm
- Dinner at 7 pm
- Awards at 8 pm

Len Immke Classic Auto Show and Cruise-In

For those of you who don't know this, the Len Immke show is a large two-day show that happens early July in Columbus (okay, actually Dublin). Proceeds go to the Arthritis Foundation. This year's dates are the 10th and 11th of July. The Cruise-In's on the 10th, car show on the 11th. Triumph is this year's featured import make, and I've been picked as the MVT rep to the event. One might remember that last year Doug Braden set up his yearly 6-pack get-together around the car show, and it was so successful that Triumph was picked as the import marque. There will be seven car classes for Triumphs, so plenty of trophies will be around. I've checked the schedule, and the MVT Pool Party is on the 18th, so no excuses! As I learn more I'll pass it along.

Bruce

MVT
Awards Banquet
March 14

March 1998

1754 LINDENHALL DR
LOVELAND OH 45140

Miami Valley Triumphs

Marque

The Marque

The **Marque** is the official publication of the **Miami Valley Triumphs Car Club**, P.O. Box 292824, Kettering, Ohio 45429. Views stated in the Marque are not necessarily those of the officers or members of the club. Technical data is provided for information only and no liability is assumed for suitability, applicability, or safety.

Miami Valley Triumphs is a registered chapter of the **Vintage Triumph Register** and a local center of **The Triumph Register of America**. Meetings are held the first Wednesday of the month at Poelking Lanes, Kingridge Drive, behind the Dayton Mall. Drinks, dinner triumph talk at 7:00 pm, general membership meeting at 8:00 pm. Anyone interested in Triumphs is most heartily invited.

Officers

President Phil Daye (513) 423-8175	Vice-President Dan Stinson (937) 254-5955	Secretary Ellis Ball (513) 746-5189	Treasurer Mary Stinson (937) 254-5955
Events Kent Southard (937) 855-2017	Membership Mary and Ray Bolich (513) 677-0605	Historian Dan Stinson (937) 254-5955	

Committee Chairs

Technical Committee Dan Stinson (937) 254-5955	Spares Committee Ron Wynne (937) 837-6067	Newsletter Editor Norma & Stan Seto (513) 683-7974 (Phone or FAX)
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Miami Valley Triumph Web Site:

<http://www.celtic-gifts.com/MVtriumphs.html>

From the Pres...

Thanks to the ladies for the Ladies Choice Event. This was a nice trip! Do not forget that the March meeting is the time to vote for new officers and awards. We need your votes for these important officers for the next two years. I am sorry that no meeting was held in February, but mother nature dumped some bad weather on us and we felt that it was too hazardous to venture out on the highways. I hope that everyone was notified about the cancellation.

The Awards dinner is also this month, time, date and location is in the Marque somewhere. Mary Stinson will need your money at the membership meeting this month.

See all of you at the March membership meeting.

Phil

MIAMI VALLEY TRIUMPHS MEMBERSHIP APPLICATION \$20.00/YEAR

mail completed application to:

MIAMI VALLEY TRIUMPHS • P.O. Box 292824 • Kettering, Ohio 45429

NAME _____ BIRTH DATE _____
ADDRESS _____ PHONE _____
CITY _____ STATE _____ ZIP _____

TRIUMPH VEHICLE PROFILE

CAR #1
YEAR 19__ MODEL _____ COMM. NUMBER _____
COLOR: _____ BODY _____ INTERIOR _____ TOP _____
DISTINGUISHING FEATURES _____

CAR #2
YEAR 19__ MODEL _____ COMM. NUMBER _____
COLOR: _____ BODY _____ INTERIOR _____ TOP _____
DISTINGUISHING FEATURES _____

APPLICATION DATE _____ DATE PAID _____

MVT REPRESENTATIVE SIGNATURE

I HAVE THE FOLLOWING EXPERIENCE/EXPERTISE THAT I AM WILLING TO SHARE WITH MVT COHORTS.
or I HAVE THE FOLLOWING TECHNICAL QUESTION TO BE ANSWERED:

OCCUPATION _____ EMPLOYER _____
WORKPHONE _____

Murphy's Law... And Vintage Cars

1. Never fix anything that is not broken.
2. The nut or bolt which is the most difficult to reach will always be stripped or seized.
3. No tool will ever be found again, once it is put down.
4. Nothing will ever go back together in the reverse way it was dismantled.
5. One last pull on a nut or bolt, to make sure it is tight, will always strip it, or snap it off, but if it doesn't get that extra pull it will always loosen and fall off.
6. Bright, clean and new parts are always defective, but dirty, greasy old ones work fine unless they are cleaned when they will not work either.
7. During a roadside repair, with the wrong parts being used, the fit will be perfect and the repair permanent.
8. A prospective purchaser, attempting to start the car, will usually cause ignition failure and/or flooding of the carburetor.
9. If a part is carried as a spare, it can either never be found or will not fit when it is needed, and if the spare comes in different sizes of lefts or rights, the one you need is not the one you have.
10. If, when removing an irreplaceable nut or bolt, it is dropped on a spotlessly clean floor, it will be heard to hit the floor and then vanish forever.
11. Any tool dropped while working on your car will automatically roll to the geographical center under the car.
12. The probability of a car starting is inversely proportional to the number of people standing nearby watching.
13. The probability of paint running is directly proportional to the degree of prominence of the panel being painted.
14. A tire will only go flat when the jack or wheel brace has been left at home.
15. Any starter motor/generator will work perfectly when bench tested. It will only cease to function once it has been fitted to the car.
16. When you double check everything prior to a run, you stand a greater chance of running out of fuel.
17. No matter what fails on your car there is always someone who knew it would.
18. Carrying an extra pair of plugs, points, coil and condenser will usually result in a broken fan belt.
19. The later you leave home after a rally, the greater the chance of failure of the lighting system.
20. The possibility of a mudguard being scratched is directly proportional to the time spent polishing it.
21. The best way to locate a part in better condition is to send the one you have to a professional restorer for chrome plating.
22. No matter how rare the accessory, there is always someone's uncle who had one just like it.
23. Start one small repair job and it will lead to many more larger problems.

...hope you enjoyed... Aloha, Gary

Restoration Humor

Broken Down Along the Little Miami

Bruce Clough

Don't Vote For Me!

No, this has nothing to do with anyone named Monica! I'd like to thank those people who nominated me for MVT President, but I'm going to have to bow out of the competition. I thought I could work this in between my family and my job. I was wrong. So please don't vote for me. Yeah, maybe I should've done this sooner, but life being as it is I didn't. The sun will still come up tomorrow. I spent three years as MVT President, guiding it through one of the most successful (if not THE most successful) VTR National Conventions. It was fun, but it was a lot of work and time. Just don't have the time now. Hope y'all understand.

1998 MVT Spring Tour: Romp To Roscoe - 2nd Warning!

I'm repeating this from last month's column. Start making your plans now to be with us this April for a weekend tour of Ohio. Only two more months before we're off. The main attraction will be Coshocton and Roscoe Village, but you can be sure that we'll be stopping off at other points of interest along the way. No, no, no - no dog-gone baskets this time (if the males can help it). We're planning on leaving early Saturday morning (O-dark 30) from the Bob Evan's Restaurant at I-71 and US 35. The motoring will be via the roads less traveled, and via a quaint shop or two, up to Coshocton. Coshocton's attraction is Roscoe Village, so we'll have plenty of time to see the place (and drink a beer or two at the tavern). Saturday night's lodgings are at the Roscoe Village Inn, and you can be sure that we'll have our dinner reservations there also. I'm sure we'll be coming back Sunday via a bunch of antique stores. *Make your reservations early since rooms are filling up fast.* I can't stress that enough! If you can't get in give Bruce a call at (937) 376-9946 and we'll try to find you alternatives. There are other hotels/motels in the area plus a B&B or two. Oh, by the way, Bruce would also want to know if you are coming along, so give him a call. The hotel's number is:

Roscoe Village Inn: (614) 622-2222

For those of you who complain of us not "doing anything", here's something to wet your whistle. There will be plenty of driving on this trip, and not on boring interstates!

We'll be having a tech session the weekend before to get the cars ready to go. We'll hold this at our place. See you there!

For Sale:

Look what a daughter has reduced me to - selling a couple of cars just because it's hard to fit the little bambino in! Sorry, the TR4 stays!

1981 TR7. Fuel Injected five speed. Platinum exterior with blue interior. Runs & drives great. Minor rust in quarters. Many spares including carpet set and complete fuel injection set-up. \$2500 OBO.

1960 Buick LeSabre. No, I don't particularly want to sell this beauty, but it's a bitch to get a car seat in and out of the back seat. Excellent, original, unrestored, unmolested car. Two-door coupe with only 33,000 miles. 364 cid V8 with Dynaflo AT. Runs excellent. Verde exterior (original paint) with two-tone green interior. Clock, radio, WWW tires, and rear wheel cover options. \$6500 OBO, or trade for similar vintage 4-door American auto in similar condition (1961 Plymouth Fury would be nice).

More on the

"METALLURGIQUE—The Ultimate Sportscar"

One could believe fate guided my hand in exhuming the article on the Metallurgique from "The Dusty Archives." While it was being incorporated in the Marque the Metallurgique surfaced in a current context. She is alive and well in Merry Olde England! I was privileged to see the great old machine in action!

Somewhere around the 19th of January I was watching Speedvision's "Legends of Motorsports". The subject was the 1997 Goodwood Hill Climb. This is an event for classic and vintage sports cars. Goodwood is the estate of one of the English nobility, an Earl I believe. The course itself is the driveway up to the manor house. A long paved, curved road.

The cars involved were a magnificent collection of sports cars of all nationalities, many old, rare and famous, and all of the classic/vintage persuasion. Many were driven by famous drivers of past eras.

Early on in the hill climb, to my great delight, the Metallurgique took the starting line. It looked just as described in the article in the February Marque.

The Metallurgique started off in a very impressive manner, fast and majestically, and accompanied by sounds to delight the heart of a car lover.

On its initial run up the hill the Metallurgique spun out on a curve! That huge machine came around in a smooth, majestic arc that would have turned Enzo green with envy! It was easily gathered up by the driver and completed its run. It made other runs that day, but to my disappointment, only that first run was shown due to the large number of cars involved.

That spin was ample testimony to the sports car characteristics of that dreadnaught, and a beautiful testimony to its nearly perfect 50/50 weight distribution (1850 pounds front/1750 pounds rear). Remember also this car has a wheelbase which I would judge to be in the class of my Dodge Maxi-van, i.e. 127 inches, possibly more.

In reading the article some of you may have missed one of the very interesting aspects of this car. Its engine is four cylinder Maybach engine of 21-litres. Engines of this type were used as power plants for some of the Zeppelins of the 20's and 30's.

OK, let's start with the 21-litres: that's 1281.5 cubic inches. Divide this by four cylinders and you have 320 cubic inches per cylinder. This is virtually the same as the displacement of the 1955 Oldsmobile V-8 engine, 324.3 cubic inches. The Metallurgique has the equivalent of an Olds V-8 engine in each cylinder. Impressive, no?! It certainly explains the performance figures given in the article which are quite impressive for a 3600 pound car. The lightest of the 1955 Oldsmobiles weighed 3707 pounds, and they were not considered sluggish performers.

I certainly hope that some of you were fortunate enough to have caught this episode of "Legends of Motorsport", and even more that you recognized the Metallurgique. This Speedvision program is always a delight for anyone who loves sports cars.

I'll continue to excavate in "The Dusty Archives". No telling what other jewels of automotive lore may emerge.

Wally
Keeper of the Dusty Archives

Minutes
MVT MEMBERSHIP MEETING
February, 1998 —Poelking Lanes South

No Meeting Due to Snow!

Open nominations for OFFICERS:

Stinson and Clough withdraw candidacy for president and no new nominations leaves it as follows:

For President: **Ron Wynne and Phil Daye**

For Treasurer: **Mary Stinson**

For Secretary: **Ellis Ball and Lorna Ball**

(Running separately, not together)

* **Note:** Bruce withdrew citing workload. Dan withdrew citing conflict of interest if elected because Mary is Treasurer.

Open nominations for AWARDS:

Keep it on the Road: **Dan Stinson, and Chris Yanity**

Press on Regardless: **Phil Daye, Kent Southard, and
Jim and Jodi Hardesty**

Most Improved: **Ron Wynne, and Stan Seto**

Mark of Distinction: **Phil Daye, Mary Fox Bolich, and
Mary Stinson**

6 Cylinder Engine Improvements

TRSC now has many members with the 6 cylinder TR's and quite a few are due for major engine service. Unfortunately, the 6 cylinder engine (which can trace its ancestry back to the 4 cylinder 803 cc) suffers from a variety of faults imposed upon it by our government. I am sure that the late TR6 strangled by our smog laws, was not nearly as representative of what this engine could have been as was the 150 HP TR5, available to the rest of the world.

Fortunately, with the 20 year old "Sunset" provision of the 1968 Clean Air Act, it is possible to improve the TR6 for the street without running afoul of the EPA.

The introduction of the 2.5 liter 6 cylinder was a classic case of bad timing with its long stroke and its somewhat less than pollution efficient carburetors, it was necessary to lower the compression rate and shorten the cam timing to pass emission testing. What I am recommending is correcting some of these faults to improve performance, not to build a race car.

As a general rule, the early 6 cylinder head can be milled 0.070" without any protest from the gas pump engines after CC75000E with the recessed block, which have even lower compression, can usually be milled 0.100" without protest. The stock pushrods are solid, flimsy and not adjustable BFE makes hollow tube pushrods which are 0.100" short which will preserve the correct valve gear geometry after the head is milled.

The next weak point to contend with is the camshaft. The shortcomings here are enough to make you weep, but since we're only looking for a mild increase you have a variety of choices, all of which are better than the rock your engine came with

1. You could get one of the standard 125HP cams that Triumph gave to the rest of the world.
2. You could use one of the factory regrinds.
3. You could use one of the aftermarket regrinds. I have found that the 260 degree profile from BFE is a good compromise, and almost any camshaft should have a good valve spring set used in conjunction with it.

You can expect around 120HP with the use of the above changes, depending on the camshaft used and whether or not you rebore the block at the same time of course, there is a lot more you could do, as the British routinely get 200HP+ out of these engines, but you wouldn't want to drive one of these to the grocery store.

—Ken Gillanders
Volume 88, September 1990

After you have removed the card and tucked it safely into your wallet or purse, use this space for meeting notes—this is assuming you are one of the faithful who brings their copy of the Marque to our monthly meetings.

TRA

Miami Valley Triumphs

VTR

A local club dedicated to the preservation and enjoyment of the Triumph automobile.

Meets 8:00 pm first Wednesday of each Month
at Poelking Lanes, Kingsridge Drive (behind Dayton Mall)

Tech Sessions • Rallies • Tours • Parts Procurement • Parties

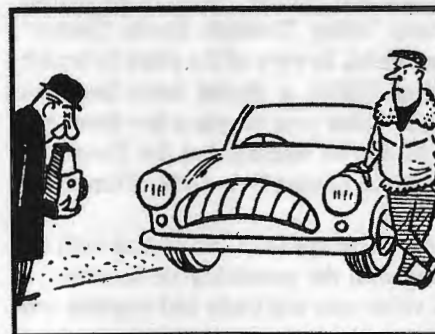
For more information, please contact:
MVT Car Club, P.O. Box 292824, Kettering OH 45429

Mini-Editorial:

By Stan Seto

It was brought to my attention, at a recent meeting, that the club has older members (over ten years in the club) and younger members (under 5 years in the club) but has no strong 5-10 year memberships. The reason advanced for the lack of depth was that we, as a club, have gotten away from the technical side of Triumph ownership. Older members have solved their problems, younger members are buying cars that need less work. But we attract, and do not keep mid-range members who want technical advice for cars they are rebuilding, but do not see the interest as our club has advanced to a more "social" venue. Let's have some discussion on this to determine, first, is it a correct perception and second, if so, what steps should we as a club take to remedy it?

FOR LAUGHS—



Genesis According to Wally - Redacted

Recent archeological explorations in the Caves of Triumph in the Miami Valley southwest of Englewood and within the recently established City of Clayton has unearthed important historical documents shedding further light on the origin of that illustrious clan, The Miami Valley Triumphs. These documents shed further light on the genesis of the TRIUMPH MOVEMENT in this area. Previous information on this subject had emerged primarily from legendary material somewhat dimmed by the passage of time.

The organizational meeting of the now Miami Valley Triumphs was held in May 1978 at the "Schnitzelbank", 8801 North Dixie Drive (corner of Little York Road and North Dixie). This famous location is now the site of the Little York Tavern and Little York Pizza. Historically, the MVT has had an affinity for pizza houses as meeting locations. Over the years many of the same in the Dayton area have been graced by the presence of the MVT'ers. Meetings then, as now, were set for eight pm.

Behold! What treasures are these which gleam from the dusty scrolls of the Caves of Triumph? Careful perusal of these dusty manuscripts reveal that from the green flag the clan was known as The Miami Valley Triumph Sports Owner's Association. A minor deviation from the stuff of legend. This was in fact a case of squatting on the property of the Triumph Sports Owner's Association, a national umbrella organization for ALL Triumphs, sponsored by British Leyland. In defense of the MVT the organization always aspired to chapter status in the TROA. To achieve this, fifteen paid members were required. This requirement had been met by the second meeting in April 1978. The first official constitution and by-laws, formalizing the name, was completed between January 1979 and sometime before April 1979.

In witness thereof, the following is presented—

Article I

The name of the organization shall be: "The Miami Valley Triumph Sports Owners' Association", with its principal place of business in the County of Montgomery, State of Ohio. The mailing address of the organization shall be 4401 Woodland Hills Blvd, #26, Dayton, Ohio 45414, and will be changed annually with the home address of the current president to be used as the mailing address.

The first address of the club was the home of Art Minderman, a founder and the first president. Art Minderman's resignation was accepted at the April 1979 meeting and vice-president Lee Bast assumed the position.

The MVTSOA name continued in use until December 1979. A proposal to change the club name surfaced at the 20 November 1979 board meeting. From the December 1979 Marque: WHAT'S IN A NAME? Miami Valley Triumph Sports Owners' Association has proven to be something of a mouthful. In view of the plans to branch out and embrace other organizations as well as TSOA, a shorter name has been proposed: Miami Valley Triumphs or MVT. Roll it over your tongue a few times and tell us what you think. This and other subjects will be discussed at the December membership meeting, December 4 at the American Legion Post 3858 Wilmington Avenue. Plan to attend.

Also from the December 1979 Marque, under *new business*: Affiliation with the Vintage Triumph Register was discussed along with the possibility of becoming a region of the Triumph Register of America. A straw vote was taken and reaction was favorable to both endeavors.

Information on the requirements for Chapter status had been received and was also included in the December Marque. Probably we had been carried as a Zone of the VTR from the time we had achieved the fifteen paid member level.

From the May 1980 Marque: DONE IT! A letter from VTR.

Dear Steve,
(Steve Baltus, he of undying fame in the annals of MVT)

As of 4/1/80 Miami Valley Triumphs is officially a Chapter of the VTR. Issue #26 of the magazine which was laid out before then will have MVT listed as a Zone. Issue #27 which is also complete will have you listed as a Chapter, but in the local affairs column you are mentioned as a Zone. It was too late to get a change in the article.

Regards,
Bill Sohl
VTR Local Affairs Director

The proposed name change had definitely been accepted by 30 January 1980. From the VTR letter most probably before April 1980. On the cover of the January 1980 Marque appeared:

The Marque is published monthly by and for the Miami Valley Triumphs. Opinions herein are those of the editorial staff and contributing authors and do not necessarily reflect those of MVT's membership or officers.

Thus ends our initial foray into the musty scrolls of the Caves of Triumph. Further delving into these hallowed documents will undoubtedly lay bare many other gems from the early history of the Miami Valley Triumphs.

For Sale

Looks like I've still got some stuff around here that I don't need, in this case, documentation. Here's a short list. It's TR2 & 3 stuff—I'm keeping the TR4 manuals even though I have the car memorized. If you see anything of interest, let me know. Gosh, I'm starting to feel a bit like Charles Runyan! Hmm, does Bellbrook need a real pub?

- *Glenn's Triumph Repair and Tune Up Guide, Fifth Printing, 1970.* Chilton Book Company, Philadelphia. Good condition, contains good troubleshooting tips and road tests. Just try to find this one at swap meets. Hard bound, 124 pages. \$25
 - *Triumph TR2 & TR3 Spare Parts Catalogue.* Brooklands reprint of original STANPART issue. Good shape, soft bound, 370 pages. \$15
 - *Bentley TR2/3 Workshop Manual.* What I used to put all them '3s back together. It's cut apart with each page in it's own plastic sleeve, then placed in a three-ring binder. Great for garage work with dirty hands. \$25 Call Bruce
-
- 1972 TR-6 Interior door pieces and trim, black with white trim. Includes panels and back section. Must see to appreciate — Best offer.
 - 1971 or 1972 TR-6 Radiator. Don't know if it leaks or not. Best offer. Call Ken Toliver • Monroe, OH • (513) 539-7443